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There is no concern anywhere that gives its patrons better Wrapper values than we. The fit and the finish of our Wrappers are surely nearly perfect—the style is the very newest—the sleeve the fullest—and as far as the make goes, we guarantee that.

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Lansburgh &amp; Bro

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FOR DAY SCHOLARS ONLY.

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Military Drill and Uniform.

Terms \$20 per quarter.

Rev. CORNELIUS GILLESPIE, S. J., President.

## Industrial Notes.

It is figured by Edward Atkinson that cotton fibre prepared by hand in India is four times as strong as that torn and tortured by power gins, as in this country.

Recent estimates in Buffalo indicate that asphalted streets can be kept clean about 30 per cent. cheaper than stone pavements.

The Kentucky and Indiana Bridge Company, between Louisville and New Albany, Ind., runs steam and electric cars over the same tracks, probably the only case of the sort in the country.

Fixed bridges are for the present to be built over the Chicago drainage canal, indicating that it is not for some time to be made navigable.

Petroleum is said to have been struck in borings in the Ceres district of South Africa, but from the description does not seem to promise much commercially.

Material used in a bridge or tunnel across a river which is the boundary between two and another country pays no duty, according to a recent decision.

Why He Thought So. "I believe I swallowed some feathers in my chicken soup," said Edward to Hallett, as the two sat at dinner in a restaurant.

"What makes you feel that?" asked Hallett.

"I feel a little down in my mouth," was the reply. — *Chicago Chronicle Telegram.*

## WOMAN'S FANCIES

## All Paris Votes for Legs

## FRENCH INDORE BLOOMERS AND BIFURCATED SKIRTS.

## No Woman Shall Be Unsexed Because She Displays Two Legs Instead of One.

Paris, Sept. 7.—All Paris is mounted on bicyclette—all feminine Paris is in pantaloons.

My belief is that the artists of any former period, meeting Mme. Casimir-Perier and her contemporaries in pantaloons would all accord that the dress is aesthetically correct; that it suits the machine and becomes the woman, and so completes a harmonious ensemble. For harmony, observe, is the complete word in a country where art is first, last, and all.

The dress being worn to-day in Paris by women on the wheel is of beige wool,



An Actress on Wheels.

that is to say, dust-gray, or the color of the road, and is composed of knickerbockers and a figure or a blouse. The knickerbockers that last year and before hung out very full at the bottom to stimulate a skirt, make to-day no such awkward pretence, but, refined greatly in line, they grow smaller toward the knee, and, still being ample, they follow the lines of the figure with much more art. The figure, under temporary cloud for other wear, has found itself here a precious convenience. In the back it fits the figure, and yet is free to slide up and down from the belt line, like the parts of a cantilever or bridge, with every motion of the wheel, and in front it permits a charming exchange of chiffon jabots to fall out and below the belt, giving a hint of luxury and fine texture within, temporarily masked.

The hat is a sailor with wings, or else an English felt, created through the middle. There is perhaps a white veil; there is a turn-down collar with a touch of the reglisse in the fluttering ends, and it is in gray color, focus to the colorless dress; low shoes of brown leather leave the ankle free.

## MUST BE ARTISTIC.

This dress, as it fulfills the conditions demanded for swift movement through space and rapid exercise of the legs, appears inconceivably aesthetic, as it is molded admirably to the woman, it would seem without dispute to be feminine. French women evidently agree that it is both, for the cultivated of all classes, bourgeoisie, aristocratic and princesses, have adopted it and the sport with unanimous consent. This they would never have done if there were in it any default of taste, for women will not make themselves ridiculous, and Parisian women, with an art critic to cry at them from every corner, would hardly find it possible to make a great mistake.

The taste of Paris has judged bifurcation of the lower garment to be on the bicycle both beautiful and feminine.

It is absurd to say that a woman is unsexed because she displays two legs instead of one. Two legs are natural to all human creatures, and one is made neither



Bicycle Gymnastics.

masculine or feminine by their avowal. A skirt, the garment we are habituated to see on women, does not suppose two legs, far less rapid motion with them; it supposes only one; it postulates the inactivity of those who are waited on by others, and who are condemned to unmerciful repose, and was formerly an avowal of kings as well as women. Far from having in it anything essentially feminine, it is neutral; it is a disguise, a domino.

The Parisians saw in the problem of bicycle dress, not an avowal of sex,

but simply a problem of clothing two legs for rapid movement. The conditions were new, but the women were always women.

Modesty in dress varies with climates, but it can nowhere be right as a synonym for the feminine. Rather the terms are antithetic; and if femininity must be disguised for the sake of modesty to the degree of inconveniencing a legitimate sport, it does not appear that we have yet attained the summit of civilization. But instead of being true modesty, it is not this reluctance to adopt a useful dress to be set down to the sex egotism that prevails in communities where art is not greatly developed, and has not yet influenced the feeling or needs of the people. It is then because we are educationally defective that we see in the knickerbockers only masculine travesties and translate this idea into the actual dress.

ON COMMON SENSE GROUNDS. The aesthetic merits of the fashionable Paris bicycle dress over the dress with a skirt, are to be deduced in part from the outlines it makes, and the relation of these outlines to the wheel. The point of greatest importance in any object, aesthetically, is the center of its action, and the greatest pleasure to be derived from an object in motion is to see the movement that propels. This point for the bicycle is under the feet of the rider. Here the feet is the starting point to which all else is subordinate, and it follows that the space about the feet should be kept clear of all drapery, that the movement may be perfectly seen.

This done, it is the legitimate work of art to increase the interest at this point, as by color with light shoes, or with plain stockings that focus the color of the dress. The next point of importance in the object under consideration is the center of support of the rider. This support lies between the seat and the handle.

The seat should appear to uphold the weight, and to this end the wide and apparent bulk of the draperies, as shown by the outlines, should be above the line of support. This also an effect of greater lightness and adequacy will be given to the machine. Now, a skirt forms in outline, a pyramid with apex above the seat and with near the ground, and suggests a dragging weight instead of sustained lightness. It also cuts straight across the center of action at the feet, hiding the movement and destroying the principal beauty of the machine. The trousers, on the other hand, are in perfect accord with the aesthetic demands. They leave the mass of the draperies above the seat and the ankles in free play to explain the action below.

These are some of the reasons why it would seem that an unprejudiced Frenchwoman, as say a former shade of the Bois, coming unprepared upon rider and wheel must find the dress ideally correct, and why when we shall finally have adopted the dress and learned in a mechanical way to make it properly, as we will, there will linger with us a feeling that we have followed an extravagant fashion. It is the difference between generations of inherited art feeling and little or no art feeling at all.

CYCLES EVERYWHERE. To return to French women, I do not know the present opinion of French doctors on bicycle exercise for women, except it may be judged by the increase of the sport. Four years ago French writers



Coasting into the Surf.

cried out, No, decidedly it is not sport for women; it will ruin their health. To-day bicycling women are innumerable. In front of the cafes of Surmeas, a village at one of the gates of the Bois, in that glittering, interminable line of overlapping wheels that take stela while their owners taking refreshment, fully one-half seem to belong to the women, and as many women course the Bois on wheels as men. Whatever result may come of it, the flowing robe has become a mechanism.

The dress is rough wool all the year round and for the most part remains a light brown, but fine ladies may course their chateaux grounds in more luxurious stuff and colors than taste would wear on the public domain. Rich dress is of green or blue cloth with leather applique. For the better favor lies between the figure and blouse. For wear with a blouse the latest chic is a belt of elastic fastened with straps of leather, in width from three to six inches, and preferably white or pale gray. It is comfortable as it gives with the wearer's movements; also in contrast to the drab costume gives character to the blouse dress.

An occasional costume has the figure prolonged into a short basque of some three or four inches depth, but these are inferior in both beauty and popularity to the other two mentioned forms. Stockings are of plaid or other pattern that serves to break up the long lines, or else they are of brown or black.

In country wayside inns and in the pavilions of the park charming pictures are to be seen of groups of two or three women taking their rest. They are in poses of relaxation, their faces are flushed with cutting the wind, and they sip their coffee or lemonade, all in murmuring of hair-breadth escapes by the way. It is a phase of the times, and the bicycle has entered into the manners of the day.

Undoubtedly. Nancy—Miss Liza, honey. Did you hear 'bout Massa Tugersell? No? Well, he's dead—died last night. An' dey say dey had a awful time wif him. You heard, didn't you, dat he'd b'lieve in no God, an' de likes o' dat, an' no hell, no nuffin. He, he, he! Oh, lawd, honey!

Lady—Why, Nancy, what are you laughin' at? It's perfectly horrible!

Nancy (with bated breath)—Yes, chile, I knows it's jes' awful; but I'm thinkin' what a s'p'ied man he is jes' now!

## Social Movements.

Miss Florence L. Barringer has returned from a visit to Grange, Va.

Miss Edna Knott, of East Washington, is visiting relatives in Baltimore.

Mr. and Mrs. John Cammuck and son have returned after a tour of Lake George, Saratoga, the Adirondacks and Catskill mountains. Mrs. Cammuck was anxious to be at home in time to prepare for the celebration of the golden wedding of her parents, Mr. and Mrs. Philip May, which will take place on September 11.

Mr. and Mrs. F. C. Appelman have returned from Atlantic City and are located at their old home on U street northwest.

Mrs. E. H. Holbrook and son, Wesley, of No. 720 Tenth street northwest, returned on Thursday after a month's outing at Boston, Salem, Newport and the resorts of the Massachusetts coast.

Miss Edith Duryan, of No. 2148 Pennsylvania avenue, returned on Wednesday after a month's visit with her sister in New York.

Dr. and Mrs. W. A. Lyon have returned after a three weeks' trip through New England.

Mr. and Mrs. J. B. McMullin and daughter, of 709 H street northwest, will leave on Monday, September 9, for Bedford, Pa., to visit the aged mother of Mr. McMullin, and will remain several weeks.

Miss Charlotte Schmidt has gone to Gloucester, Mass., to join her sister, Mrs. Pilling, returning before October 1.

Rev. John Glynn, pastor of St. Patrick's Church, has been visiting his old parishioners at Gathersburg and New Windsor, Md., where he spent so many years before coming to Washington.

Miss Elizabeth Homer, of Ninth street northeast, is expected home to-day after a Western trip extending to Milwaukee.

Mr. and Mrs. H. H. Brinkerhoff have returned after a month at Colonial Beach.

Mrs. Nannie Riggs has returned to her home after rusticating for the past two months.

Miss Rosalee has returned after a month's visit to her uncle, Mr. George D. Livingston, at his country home at Laurel, Md.

Miss May Hope Welling, of East Washington, is visiting friends in New Jersey. She will also visit in Mauch Chunk, Pa., before returning home on October 1.

Mr. and Mrs. James P. Barbour have returned from Newport and Narragansett Pier, where they have spent the summer. Miss May Keyworth Barbour will assist her mother during the season after January, as she is expected to return from abroad until the Christmas holidays.

Mrs. Cornelius T. Belt will be in her home, No. 1103 New Hampshire avenue, early next week.

Mr. and Mrs. Charles E. Fairman have returned from Sharpsburg, where they have spent the past four weeks.

A quiet and pretty wedding took place at the residence of the celebrated pastor of the First Presbyterian Church, Wednesday evening, Rev. A. Allen officiating. The contracting parties were Mr. E. W. Alsop and Miss Alice Grace Auld, the pretty and accomplished daughter of Capt. John G. Auld, of 1101 Ninth street northeast. Mr. J. H. Bourner, of Falls Church, Va., was best man, and Miss May Graft, of this city, was bridesmaid. The bride wore a neat-fitting traveling gown of brown cloth. The bride received a number of elegant presents. After the ceremony Mr. and Mrs. Alsop left for Atlantic City.

Miss Nannie C. Green, of Culpepper, Va., will be married to Mr. W. W. Grant, a prominent physician of Denver, on October 14.

The wedding will be celebrated at noon at "Greenlawn," the home of the bride's mother, Mrs. Ann S. Green. Miss Green is well known in Washington society, having been frequently at the home of her uncle, Fish Commissioner McDonald, lately deceased.

Owing to this death, the wedding will be more quiet than was at first intended.

The Secretary of the Treasury celebrated his sixtieth birthday on Thursday. The event was unmarked by any gathering of his friends or outward demonstration other than that of a quiet family dinner which Mrs. Caffie made memorable by the happy thought of having a birthday cake with the requisite number of candles brought on at the close of dinner.

The Chief Justice and Mrs. Fuller have concluded not to renew their lease of the house on the corner of Massachusetts avenue and Eighteenth street, in which they have resided for the past few years, since moving from the Barber house, on Fourteenth street and the Boundary. The Chief Justice early in the summer purchased a summer home at Sorrento, Me., and with his family has been spending the summer at that place. Mrs. Fuller has come to Washington in advance of the family to select a suitable house in which to spend the winter. If the Chief Justice can find a house that will suit him, he will become a property holder in Washington, as has long been his wish.

Mrs. William Orr Cunningham, who was so severely hurt in being thrown from her carriage early in the summer, has almost entirely recovered from the effects of the accident. The scars from the deep cuts about her face, which it was at first feared would be permanent, are rapidly disappearing. Mrs. Cunningham will remain at Jamestown for the present and will not return to Washington until November.

The pleasant intelligence has come to her friends in Washington that Mrs. Augustus Cleveland Tyler, wife, this autumn, return to her residence on Farragut Square, and will spend the winter in this city. Mrs. Tyler is one of the pleasantest as well as one of the most lavish entertainers in Washington society, and her return will be a matter of rejoicing generally in the fashionable world.

Leo F. Zwissler will leave for Louisville to-day.

Mr. William D. Baldwin recently went to the Buffalo Lithia Springs, Virginia.

Mr. W. B. Gurley and family spent the summer at Nantucket, where they were recently joined by Mr. Charles L. Gurley.

Gen. Macleay has been at Buena Vista Springs for the season.

Sir Knight C. F. Luthy, wife and little son, of Millersburg, Ohio, who attended the Boston convalescence, have been spending a few days on the way home, visiting Mr. and Mrs. Jeffords.

Mr. Leonard Haury, of the Patent Office, is pleasantly passing in his leave by making a tour of Wilmington, Philadelphia, Niagara Falls, Watkins Glen and Pittsburg.

## TROLLEY FIGHT IS BEGUN

Warrant Issued on Information Presented By the Times.

It Will Be Carried to the Police Court and the Syndicate Brought to Time.

Proceedings against the Eckington and Soldiers' Home Railroad for occupying public space for private purposes were commenced yesterday afternoon in the police court.

At about 1 p. m. Mr. J. H. Baiton, of Siddons & Baiton, appeared before Attorney for the District S. T. Thomas with a representative of The Times and asked that an information be filed against the company on the grounds as above, they being the same on which the prosecution and conviction of Manager Schoepf, of this company, were successfully conducted by Prosecuting Attorney Fugh.

Mr. Thomas very cheerfully gave all the stationery and information that was desired, and subsequently an affidavit was made before Warrant Clerk Washburne, on which the process was issued. Mr. Washburne said that he would have the warrant sent to the Eighth precinct last night and that the arrest would be made from there under the direction of Sergt. O'Connell.

The information signed by Attorney Thomas simply charges that Mr. Hamilton Gray, on the tenth of September, "New York Avenue north-west, being then and there a private person, and as such in date report, it was his duty to occupy said street, open space and public grounds for private purposes, to wit: New York Avenue north-west, certain poles on which wires are strung, said wires and poles being used for private purposes, to wit, for supplying cars by electricity."

According to information obtained from employees of the company now in active service under Mr. Gray he is known as the manager of the company.

Representatives of The Times called on Mr. Gray at his office yesterday afternoon but he was out. His clerks said that he had been out since the morning. Both of the clerks in the office said substantially that Mr. Gray was now the manager of the company.

It is not known what defense the company will put up, except possibly to argue that Mr. Gray is not technically the manager of the company, and is merely the secretary and treasurer. An able attorney said yesterday that in his judgment there is nothing to prevent the filing of an information directly against the Eckington and Soldiers' Home Railroad, and getting judgment or conviction and having the property sequestered.

The trolley owners have been throwing dust in the eyes of the public, and exclaiming that it would be impossible for them to put horse cars on the little stretch of road north of the Soldiers' Home. The fact has been that the people of Washington have been begging them to remove their poles and wires.

District Attorney Thomas long ago pointed out, but the fact has not been put clearly before the public, that the road already running horses to Fifth and New York Avenue about five blocks from the point to which it is required that they shall run.

It would only be necessary to put in tracks to make the turn from New York Avenue and then run the horse cars already in use, out to First and New York Avenue, and then run the horse cars straight from horse cars to trolley wheels, then made at First street instead of Fifth. The fact is that the people of Washington have been begging them to remove their poles and wires.

The work required could not be one-tenth as much as was done for the experimental line now running on North Capitol from New York Avenue to U street near Glenwood.

It begins to look as if Alexandria County will soon become a county of numerous villages, inhabited mostly by people engaged in business in Washington City. Of course, it is well known, that prior to 1848, Alexandria County was a part of the District of Columbia, when at that time it was retroceded to the State of Virginia. This act of retrocession is thought by many able lawyers to have been unconstitutional, and there is no doubt it is a strong attempt will be made in the near future to rectify this error and place Alexandria County back in the ten-mile square that was the original tract of land of the National Government. By the retrocession of 1848, the shape of the National Capital was destroyed and the city given the shape of a triangle instead of a beautiful square, as intended by the founders of our Government. The latest new town started in Alexandria County is known as Addison Heights, a beautiful tract of land situated near the railroad and on that beautiful line of hills that reach from the historical hill of Arlington on toward Alexandria city. This subdivision has been laid off in wide streets and avenues at a great cost, and is now put upon the market for sale. We call attention to the subdivision in to-day's issue of The Times.

BROOKLAND ITEMS.

The citizens' association held an important meeting last evening to discuss improvements to be recommended to Congress for the coming year. A bridge at the intersection of Lansing street is earnestly requested, and the improvement and grading of Providence, Lansing and Hartford streets is asked.

Maj. and Mrs. Green Clay Goodie left to-day for a two weeks' visit to Bowling Green, Ky.

Miss May Hendley is making a visit to her friend, Miss Hattie Ohm, on Frankfort street.

Miss Lizzie Dillie has gone on a lengthy trip to Fishkill and other towns on the Hudson.

Dr. L. Y. Sutton and the Misses Sutton are spending a month camping on the Patuxent River, St. Mary's county, Md.

Mr. and Mrs. Dugger, of Pasadena, Cal., spent a few days as the guests of Miss Sue Dugger, on Providence street.

Mrs. Sage and daughters are the guests of Mrs. Nesbitt, at "Bonnie Bray," on the Banker Hill road.

Dr. and Mrs. Jackson are having a delightful visit to old friends in New York.

Mrs. William Quinn and son, Senberg, have been spending a few days at Colonial Beach as the guests of Mrs. Peter B. Moore.

Dress Skirts And Suits at Half Price.

Ladies' Serge Suits, either double breasted or blazer effects, full wide skirts, and "water suit" sleeve. \$10 quality, \$7.98.

Serge and Cloth Suits, in black and navy blazer or jacket style. Former price \$8, \$4.98.

Dress Skirts in Novelty, Crochets, Silk Mixtures, and Mohairs, extra wide, full Godette back. Sold originally at \$8, \$10, and \$12, \$5.98.

Silician Novelty and Serge Dress Skirts. Reduced from \$6, \$7, and \$8, \$3.98.

Dress Skirts in Novelty, Diagonal, and Serge, in black and colors. Worth \$2, \$1.98.

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## Your very last chance.



Not another word should be necessary—it's honest 50c Silk Neckwear at 21 cents—just to close the lot. You can come and see for yourself, in Imperials, Tecks, and Four-in-hands.

THESE THINGS are of fine Surah Silks—in plaids—checks—stripes—all colors.

To-day only 21 cents.

Bon Marche,

314 and 316 7th St.

Open till 10 o'clock.

HELPING BUFF ALONG.

The Stranger So Cordial That Buff Accepted an Invitation.

(From the Punxsutawney, Pa., Spirit.)

"The most genial fellow I ever met," said Dave Buffington, of Brookville, the other day, "was a man in a one-horse wagon. I never saw him before in my life that I know of, but he knew me. He caught up to me just above the iron bridge that leads to the depot. The bridge was being repaired, and horses and vehicles had to ford the stream, while foot passengers could pick their way across on planks."

"Hello, Buff," he said, cheerily. "Get in and I'll haul you over."

"I didn't altogether like the idea," continued Buffington, "but he greeted me with such hearty cordiality that I accepted his invitation. He drove into the water, and, not knowing exactly where the best fording place was, he sought in up to the huts, and then over the wagonbed."

"Buff, old boy, you'll have to hold your feet up," he said.

"Then the wagon bed was submerged and the water came over the seat."

"Buff, old boy, guess you'll have to stand up."

"I stood up."

"The fellow by this time had lost his bearings completely, and we went into a plout hole about ten feet deep, and I, horse had to swim. As the wagon box sank

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